

**2450 Victoria Park Avenue - Zoning By-law Amendment  
Application - Preliminary Report**

<b>Date:</b>	March 15, 2018
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 33 – Don Valley East
<b>Reference Number:</b>	17 255293 NNY 33 OZ

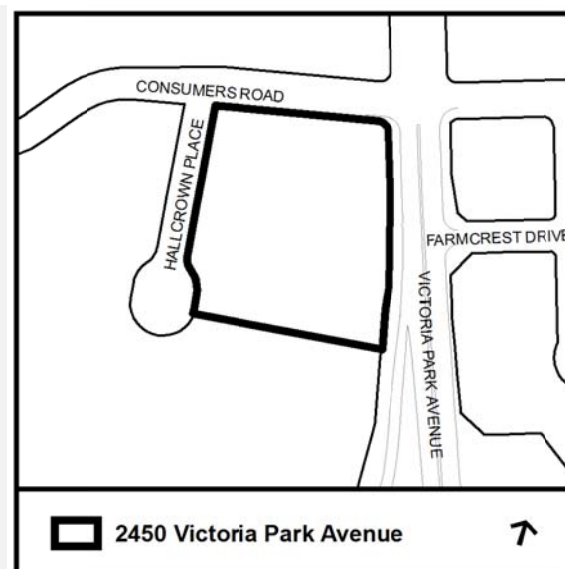
**SUMMARY**

This application proposes to redevelop the property at 2450 Victoria Park Avenue with a total of four mixed-use buildings ranging in height from 11 to 44 storeys, for a total of 1,247 residential units and 1,606 m<sup>2</sup> of ground floor retail space. The proposed gross floor area is 96,405 m<sup>2</sup>, creating a proposed density of 4.99 times the area of the lot. A total of 1,266 vehicle parking spaces and 952 bicycle parking spaces are proposed. A new 2915 m<sup>2</sup> on-site public park and two new east-west private roads are also proposed as part of the application. The existing seven-storey (7,755 m<sup>2</sup>) office building would be demolished.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the applications and the community consultation process.

Planning staff have significant concerns with the proposal in its current form, particularly with respect to the density, height, transition, compatibility and fit with existing and emerging planned context, and lack of office replacement uses, among other matters.

A final report and public meeting under the *Planning Act* will be scheduled following community consultation and the resolution of outstanding issues.



## RECOMMENDATIONS

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### The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 2450 Victoria Park Avenue together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the *Planning Act* be given according to the regulations of the *Planning Act*.

### Financial Impact

The recommendations in this report have no financial impact.

## DECISION HISTORY

### Toronto's Municipal Comprehensive and Statutory 5-year Review (OPA 231)

On August 20, 2012, the owner filed a request to consider the conversion of the site's designation in the Official Plan from *Employment Areas* to *Mixed Use Areas*. This request was followed by a formal Official Plan Amendment (OPA) application to convert the lands from *Employment Areas* to *Mixed Use Areas*. The OPA application proposed to redevelop the site into four development blocks which would contain 895 dwelling units in two, 25-storey buildings on the Hallcrown Place frontage of the site, one 30-storey building at the southeast corner of the site along the Victoria Park Avenue frontage, and two, three-storey townhouse blocks along the southern edge of the site. The existing seven-storey (7,755 m<sup>2</sup>) office building at the northeast corner of the site would have been retained. The development proposed a total gross floor area of 80,512 m<sup>2</sup> including 3,298 m<sup>2</sup> of grade related retail uses. The proposal also included approximately 2,000 m<sup>2</sup> of open space and parkland in two separate locations, one fronting Consumers Road and the other fronting onto Victoria Park Avenue. The proposal would result in an overall floor space index of 4.17 times the area of the lot.

On December 18, 2013, City Council approved Official Plan Amendment No. 231 (OPA 231), which stemmed from the City's 5-Year Official Plan Review and Municipal Comprehensive Review). OPA 231 re-designated the lands fronting onto Sheppard Avenue East and Victoria Park Avenue, including the subject site, from *Employment Areas* to *Mixed Use Areas*. It also introduced Site and Area Specific Policy No. 386 (SASP 386) into what is known as the Consumers Business Park and the lands along Sheppard Avenue East and Victoria Park Avenue. Among other matters, SASP 386 requires that an implementation plan be established as Official Plan policy to address matters including: an incentive program for Council adoption to encourage office development; the provision of amenities throughout the area to create an attractive environment for existing and new offices; development densities; and the creation of new streets and blocks. Portions of OPA 231, including SASP 386 are under appeal.

## **ConsumersNext: Planning for People and Business at Sheppard and Victoria Park**

In June 2015, the City of Toronto launched ConsumersNext, a multi-disciplinary study examining ways to manage anticipated growth while improving the Consumers Road Business Park and area around Sheppard and Victoria Park Avenues, as required by SASP 386. In July 2017, City Council adopted a Proposals Report directing staff to prepare and consult with the public on a Secondary Plan based on the policy directions that emerged from the completion of three component studies: a Planning Study which included Transportation and Servicing Master Plans, an Economic Potential Study and a Community Services and Facilities Study. The Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.11>

The proposed ConsumersNext Secondary Plan was considered by the Planning and Growth Management Committee (PGMC) on February 22, 2018. The Committee adopted the staff recommendations and also requested staff to report directly to City Council on March 26, 2018 with a response to concerns raised by some of the deputants at PGMC. The PGMC decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG27.2>

### **Pre-Application Consultation**

Two pre-application consultation meetings were held with the applicant, on December 5, 2016 and February 21, 2017. Discussions focussed on complete application submission requirements and issues raised by Planning staff including, but were not limited to, the existing and planned policy framework for the site, building massing, height and density, and the provision of a new public road and public park.

## **ISSUE BACKGROUND**

### **Proposal**

The applicant proposes to amend the zoning by-law in order to redevelop the property into two development blocks (a north and south block), divided by a private east-west internal road. On the north block, the proposal includes three mixed-use buildings of 11, 39, and 44 storeys in height respectively, each containing retail space and connected to one another for the first eight storeys. The buildings are oriented around an internal courtyard open space area. A private internal road is proposed to run east-west from Hallcrown Place along the south side of this block. On the south block, the proposal includes one 11-storey residential building containing 210 residential units and 538 square metres of retail space. A new, 2,915 square metre public park fronting onto Hallcrown Place is also proposed on this block. A second private road would be located along the south property limit of the site, extending east-west from Hallcrown Place to Victoria Park Avenue. All of the residential units in the north block are proposed to be ownership units and include 50 affordable ownership units. The residential units in the south block are proposed to be rental units, and include 50 affordable rental units.

A total of 1,247 residential units and 1,606 m<sup>2</sup> of retail space are proposed. The proposed gross floor area is 96,405 m<sup>2</sup> (approximately 1.04 million square feet), and the proposed density is 4.99 times the area of the lot. The existing seven storey office building on the subject property would be demolished and the offices uses are not proposed to be replaced. Indoor and outdoor amenity area for each building is also proposed, for a total indoor amenity space of 2,526 m<sup>2</sup> and a total outdoor amenity space of 2,461 m<sup>2</sup> (see table below for amenity space breakdown).

Building A, located on the south block, is an 11 storey residential building with retail at grade. It is setback between 4.6 to 6 metres along the Victoria Park Avenue frontage, 25 metres to the south property line, between 5.18 metres to 10.15 metres to the proposed park, and between 0 to 0.75 metres to the private road. Along the Victoria Park frontage, the building steps back 3 metres at the fifth storey and then rises to 11 storeys. The central section of Building A, steps down to 8 storeys and then to 7 storeys along the frontage of the proposed park.

On the north block, Building B is an 11 storey building fronting onto Victoria Park Avenue. It is setback from Victoria Park Avenue between 4.6 to 5 metres, however storeys two to four project above the ground floor and are setback 1.8 metres from the Victoria Park Avenue property line. Building B has a 3 metre stepback at the fourth storey and then rises to 11 storeys.

Building C is a 39 storey tower above a four storey podium. The building is connected to Building D from the second to eighth storey. There is an open space at the ground level between Buildings C and D, which provides for access to the at-grade loading areas servicing each building. The four storey base building is setback between 7.8 to 10.4 metres from the Consumers Road property line. Floors 2 to 4 project above grade and are setback between 4.3 to 4.9 metres from the Consumers Road property line. Floors 5 to 18 step back 2.5 metres from the base building, and floors 19 – 39 step back a further 2 metres for a total of a 4.5 metre stepback from the fourth floor base building's northern edge, which results in floors 19 to 39 cantilevering by 2.5 metres to the south. Building C is setback 25.75 metres to the southern internal private roadway. The tower floor plate is 812 square metres and the separation distance between the tower of Building C and the tower of Building D is 26.85 metres.

Building D is a 44 storey tower above an eight storey podium (which connects to Building C). The podium is setback on the ground floor between 7.8 and 9.7 metres at grade along the Consumers Road property line and is setback 4.6 metres from the Hallcrown Road property line. Floors two to four of the podium building project above grade, and are setback 4.3 to 4.8 metres from the Consumers Road property line and are setback between 0 and 1.68 metres to the Hallcrown Place property line. The tower portion of the building steps back 5.3 metres from the fourth floor podium along the Consumers Road frontage for a setback distance of 9.7 metres from the Consumers Road property line. Along the west property line, along Hallcrown Place, the tower portion of the building is setback between 5 to 7.2 metres from the property line. The tower floor plate of Building D is 661 square metres.

Vehicular access to the proposed development would be via two new private roads accessed from Hallcrown Place. The private road that bisects the site into the north and south blocks is located on an existing 15.2 metre wide stormwater and sanitary sewer easement in favour of the City. The second private road would be located along the south property limit of the site, which could become a public road and provide access to Victoria Park Avenue in the future. The existing accesses to the site from Consumers Road would be closed.

To service Building A, one Type G loading space is proposed inside Building A, at the ground level. Buildings B and C are also served by one Type G loading space, which is located inside Building B and located at the ground level. Building D is also serviced by a Type G loading space, located inside the building at the ground level.

The buildings in the north block are arranged around a central open space area, accessed from the private internal road. Similarly, the building in the south block also includes a central open space area, accessed from the private internal road. The amount of landscaped open space provided onsite is approximately 6,745 m<sup>2</sup> (35% of the site area).

Pedestrian access to the buildings would be from the sidewalks along Victoria Park Avenue, Consumers Road, and Hallcrown Place, as well as from the internal open space courtyards that are accessed from the internal road system. A total of 100 short term bicycle parking spaces are proposed at grade, and accessed from the sidewalks along Victoria Park Avenue, Consumers Road, and Hallcrown Place, as well as from the internal open space courtyards. Long term bicycle parking spaces are provided for in the underground parking garages. The two new proposed internal roads provide access to the vehicular parking spaces located in the underground parking garages.

The applicant also proposes that a Class 4 area classification be applied to the proposed development, as set out in the Ministry of the Environment and Climate Change's Environmental Noise Guideline - Stationary and Transportation Sources (NPC-300).

The table below provides some of the key statistics for the proposed development. Proposed site plan, renderings, massing models, elevations and project data sheet can be found in Attachments 1, 2, 3, 4, and 8.

	<b>South Block</b>	<b>North Block</b>			
	<b>Building A</b>	<b>Building B</b>	<b>Building C</b>	<b>Building D</b>	<b>Total</b>
<b>Site Area</b>	7,158 m <sup>2</sup> (0.72 ha)	7,158 m <sup>2</sup> (0.72 ha)			19,299 m <sup>2</sup> (1.93 ha)
<b>FSI</b>	4.99				
<b>Residential GFA (m<sup>2</sup>)</b>	18,077	9,704	33,135	33,884	94,799
<b>Non-Residential GFA (m<sup>2</sup>)</b>	538	282	481	304	1,606
<b>Total GFA (m<sup>2</sup>)</b>	18,615	9,986	33,616	34,188	96,405
<b>Height (storeys)</b>	11 (36.5m)	11 (36.3 m)	39 (117 m)	44 (132 m)	-
<b>Ground Floor Heights</b>	6.0 m	6.0 m	6.0 m	6.0 m	
<b>Tower Floorplate Size</b>	-	-	812	661	
<b>Total Residential Units</b>	210	107	440	490	1,247
<b>1 Bedroom</b>	89	12	155	131	387 (31%)
<b>2 Bedroom</b>	121	95	285	359	860 (69%)
<b>Proposed Tenure</b>	Rental	Condo	Condo	Condo	-
<b>Indoor Amenity</b>	466 m <sup>2</sup> (2.2 m <sup>2</sup> /unit)	216 m <sup>2</sup> (2 m <sup>2</sup> /unit)	908 m <sup>2</sup> (2 m <sup>2</sup> /unit)	337 m <sup>2</sup> (0.68 m <sup>2</sup> /unit)	1,927 m <sup>2</sup> (1.5 m <sup>2</sup> /unit)
<b>Outdoor Amenity</b>	419 m <sup>2</sup> (2 m <sup>2</sup> /unit)	245 m <sup>2</sup> (2.3 m <sup>2</sup> /unit)	835 m <sup>2</sup> (1.9 m <sup>2</sup> /unit)	964 m <sup>2</sup> (1.97 m <sup>2</sup> /unit)	2,463 m <sup>2</sup> 1.98 m <sup>2</sup> /unit)

	South Block	North Block			
	Building A	Building B	Building C	Building D	Total
<b>Parking Spaces</b>					
<b>Retail</b>	5		9		14
<b>Resident</b>	180		901		1081
<b>Visitor</b>	36		135		171
<b>Total</b>	221		1045		1266
<b>Bicycle Parking Spaces</b>					
<b>Long Term</b>	144		708		852
<b>Short Term</b>	20		80		100
<b>Total</b>	164		788		952

### Site and Surrounding Area

The site is located at the southwest corner of the intersection of Consumers Road and Victoria Park Avenue. It is adjacent to the Consumers Road Business Park, which is bounded by Sheppard Avenue East to the north, Victoria Park Avenue to the east, Highway 401 to the south and Highway 404 to the west. The business park is comprised primarily of office buildings, surrounded by large surface parking lots.

The site is generally rectangular in shape, has an area of approximately 1.93 hectares (19,299 m<sup>2</sup>) and a frontage of approximately 160 metres on Victoria Park Avenue, 131 metres on Consumers Road, and 142 metres on Hallcrown Place. It is currently developed with a seven-storey office building at the northeast corner of the site, a two-storey office building along the Consumers Road frontage and a 294-space surface parking lot on the southern portion. The site is subject to a 15.2 metre wide east-west stormwater and sanitary sewer easement that bisects the site, extending from Hallcrown Place to Victoria Park Avenue.

Surrounding land uses include:

North: To the north of site is Consumers Road, which has a right-of-way width of 26 metres. On the opposite side of Consumers Road is the five-storey Enbridge office building.

South: To the south of the site is the St. Mary's Armenian Apostolic Church and Community Centre at 45 Hallcrown Place, the Radisson Hotel at 55 Hallcrown Place, the Armenian Youth Centre of Toronto at 50 Hallcrown Place and Highway 401 beyond.

East: To the east of the site is Victoria Park Avenue which has a right-of-way width of 36 metres. On the opposite side of Victoria Park Avenue are retail buildings with restaurants and service uses fronting onto Victoria Park Avenue. To the east of these are single detached dwellings on lands designated *Neighbourhoods*.

West: To the west of the site is Hallcrown Place, a cul-de-sac street which has a right-of-way width of 20 metres and terminates at the Radisson Hotel at 55 Hallcrown Place. On the

west side of Hallcrown Place, opposite the subject site, is a seven-storey office building (515 Consumers Road) and an 11-storey office building (505 Consumers Road).

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

Policy 4.7 of the PPS recognizes that the Official Plan is the most important vehicle for implementation of the PPS and that comprehensive, integrated and long term planning is best achieved through Official Plans (which would also include Secondary Plans).

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe (GGH) region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Policy 2.2.4.3 directs that lands within Major Transit Station Areas on Priority Transit Corridors be planned to achieve a minimum density target of 160 residents and jobs per hectare for those Major Transit Station Areas served by light rail transit or bus rapid transit. The future construction of higher order transit along Sheppard Avenue East would include LRT stations at Consumers Road and Victoria Park Avenue.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the Planning Act, to conform, or not conflict, as the case may be, with the Growth Plan.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

### **Urban Structure**

The subject site is located on Victoria Park Avenue, on the segment which is identified as an *Avenue* on Map 2 – Urban Structure in the Official Plan. *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged so as to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

### **Land Use Designation**

The City of Toronto Official Plan designates the site as *Mixed Use Areas*, as shown on the Land Use Plan, Map 19 (see Attachment 5). As outlined in Policy 4.5.1, *Mixed Use Areas* are made up of a broad range of residential, commercial, and institutional uses, in single or mixed use buildings, as well as parks and open spaces and utilities.

The development criteria for lands in the *Mixed Use Areas* are listed in Policy 4.5.2 and include the following:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces dependence on the automobile and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population;
- locating and massing new buildings to: provide a transition between areas of different development intensity and scale; adequately limit shadow impacts on adjacent *Neighbourhoods*; and frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces; and
- providing an attractive, comfortable, and safe pedestrian environment.

### **Public Realm**

The public realm policies in section 3.1.1 acknowledge the importance of the public realm and quality urban design in creating great communities and a great city. Among other matters, the



policies aim to promote quality architectural, landscape and urban design; preserve harmonious views and vistas from valleys and ravines; improve physical and visual access from public spaces of the City's natural features; and ensure that sidewalks and boulevards are designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians.

Policy 3.1.1.5 acknowledges that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. It directs that new and existing City streets incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
  - i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;
  - ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
  - iii) ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;
- b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
- c) reflecting differences in local context and character;
- d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
- e) serving as community destinations and public gathering places.

As detailed in Policy 3.1.2.5, new development is to provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- a) improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- b) co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- c) weather protection such as canopies, and awnings;
- d) landscaped open space within the development site; and
- g) public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

Policy 3.1.1.16 provides for development criteria for new streets, including that new streets be designed to provide connections with adjacent neighbourhoods, promote a connected grid of streets that offers safe and convenient travel options, extends sight lines and view corridors, divide larger sites into smaller development blocks; provide access and addresses for new development; allow the public to freely enter without obstruction; implement the Complete

Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way; improve the visibility, access and prominence of unique natural and human-made features; and provide access for emergency vehicles.

### **Built Form**

The Built Form policies in Section 3.1.2 of the Official Plan direct that new development in the City fit harmoniously within the existing and/or planned context of the area. This includes locating and organizing new development to frame and support adjacent streets, parks, and open spaces; massing new development to define the edges of streets, parks and open spaces in a way that respects the existing and/or planned street proportion, and providing for amenity for adjacent streets and open spaces.

Policy 3.1.2.1 directs new development to be located and organized to fit with its existing and/or planned context and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

- a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback;
- b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and
- d) preserving existing mature trees wherever possible and incorporating them into landscaping designs.

Policy 3.1.2.3 speaks to the requirement that new development be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:

- a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
- b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
- c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
- d) providing for adequate light and privacy;
- e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
- f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

Policy 3.1.2.4 requires that new development be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future uses of these areas.

Section 3.1.3 includes Built Form policies for tall buildings, recognizing that tall buildings come with larger civic responsibilities and obligations than other buildings. Policy 3.1.3.1 outlines the

main components of a tall building – base building, a middle portion, and a top building. The base building provides definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, and minimize the impact of parking and servicing uses. The middle portion should be designed so that floor plate sizes and shapes have appropriate dimensions for the site, are located and oriented on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the policies of the plan. The top of tall buildings contribute to the skyline character and should integrate roof top mechanical systems into the design.

Policy 3.1.3.2 requires that tall buildings address key urban design considerations, including meeting the built form principles of this Plan, demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure; demonstrate how the proposed building and site design relate to the existing and planned context; taking into account the relationship of the site to topography and other tall buildings; providing high quality, comfortable and usable publicly accessible open space areas, and meeting the other goals and objectives of this Plan.

### **Amenity Space**

Policy 3.1.2.6 requires that every significant new multi-unit residential development provide indoor and outdoor amenity space for residents of the new development.

### **Transportation**

Policies 2.4.3 and 2.4.4 state that planning for new development will be undertaken in the context of reducing auto dependency and creating a multi-modal approach to address the transportation demands and impacts of new development. Furthermore, policy 2.2.3 requires that the City's transportation network be maintained and developed to support the growth objectives of the plan, by, among other matters, ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure. New streets should be public streets.

### **Housing**

Section 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure, and affordability across the City and within neighbourhoods to be provided and maintained to meet the current and future needs of residents. The existing housing stock is to be maintained and replenished, and new housing supply is encouraged through intensification and infill that is consistent with the policies of the Official Plan.

### **Section 37**

Section 5.1.1 of the Official Plan provides for the use of Section 37 of the *Planning Act* to secure community benefits in exchange for increased height and density for new development, provided the development constitutes good planning, is consistent with the policies and objectives of the Plan and complies with the built form policies and all applicable neighbourhood protection policies of the Plan. The community benefits to be secured must bear a reasonable relationship to the increased height and/or density of the proposed development and have an appropriate geographic relationship with the proposed development. Section 37 may be used for

developments with more than 10,000 square metres of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 square metres and/or increases the permitted height. The proposal is in excess of 10,000 square metres, exceeds the permitted density by more than 1,500 square metres and is seeking an increase in the permitted height. As such, should City Council decide to approve this application then Section 37 policies would apply.

### **Implementation**

Section 5.2.1 of the Official Plan identifies that Secondary Plan policies adopt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan. Policy 5.2.1.1 recognizes that Secondary Plans set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Official Plan's objectives. Secondary Plans will promote a desired type and form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighbouring districts.

The Toronto Official Plan is available on the City's website at:

[www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

### **Official Plan Amendment 231 (OPA 231) and Site and Area Specific Policy 386 (SASP 386)**

As noted above, OPA 231 was adopted by City Council in December 2013, approved by the Ministry of Municipal Affairs and Housing in July 2014 and portions of the amendment are under appeal at the Ontario Municipal Board. OPA 231 introduced a number of policies aimed at strengthening and supporting the City's diverse economy. New policy 3.5.1 (9) requires that new development that includes residential units on a property with at least 1,000 square metres of existing non-residential gross floor area used for offices is required to increase the non-residential gross floor area used for office purposes when the property is located in a *Mixed Use Area* or *Regeneration Area* within the *Downtown and Central Waterfront, a Centre*, or 500 metres of an existing or an approved and funded subway, light rapid transit or GO station. The Sheppard East light rapid transit project is an approved and funded light rapid transit project.

SASP 386 was also introduced into the Official Plan through OPA 231. This policy requires that an implementation plan be established as Official Plan policy to address matters including: an incentive program for Council adoption to encourage office development; the provision of amenities throughout the area to create an attractive environment for existing and new offices; development densities; and the creation of new streets and blocks. Furthermore, SASP 386 also requires that any redevelopment on the lands within Area "A" (which includes the subject site) that contains residential units, is required to also increase the non-residential gross floor area in Area "A". As with other portions of OPA 231, this policy is currently under appeal and not in full force and effect, but was adopted by City Council and approved by the Minister of Municipal Affairs and Housing.

More information about OPA 231 can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

## ConsumersNext Draft Secondary Plan

The proposed Secondary Plan for the Consumers Road Business Park and surrounding areas designated as *Mixed Use Areas* along Sheppard Avenue East and Victoria Park Avenue was considered by the Planning and Growth Management Committee on February 22, 2018. The Secondary Plan will be considered by City Council for adoption at its March 26<sup>th</sup> -28<sup>th</sup>, 2018 meeting.

The ConsumersNext Secondary Plan contains a number of policies that will apply to the site. The vision for the ConsumersNext Secondary Plan area is for a contemporary, vibrant business park that is a transit oriented location for employment investment and well-connected to a complete, walkable, mixed-use community along Sheppard Avenue East and Victoria Park Avenue. The Plan contains policies to manage anticipated growth in employment and residential populations to align with the implementation of infrastructure. Built form policies, including building type and related development criteria are the primary tools to direct the scale and form of development within the Secondary Plan area. Built form controls will also ensure that appropriate sunlight and wind conditions are achieved within the public realm.

The subject lands are located in the "Victoria Park Corridor District", within the structure of the Secondary Plan (See Attachment 7b). New Buildings are to be developed primarily at a mid-rise scale with a consistent six-storey streetwall and generous setbacks along Victoria Park Avenue. The Secondary Plan recognizes that on the west side of Victoria Park Avenue, the deep sites offer opportunities to use tall buildings as an alternative to mid-rise form, to a maximum of 83 metres in height, provided the development complies with the density and angular plane provisions of the Plan.

The built form policies of the Secondary Plan seek to create consistent building setbacks and a consistent streetwall and to improve the civic and pedestrian experience. A minimum ten metre step back from the six storey base building of any potential tall buildings in the district is required. A minimum three metre step back above the third storey is required for mid-rise buildings. Active uses such as restaurants and retail and service uses at grade are encouraged. Along the Victoria Park Corridor District, buildings are to be massed to fall beneath a 45 degree angular plane projected from the front property line of sites fronting onto Victoria Park Avenue, beginning at a height equal to 80% of the right-of-way to provide appropriate sunlight and wind conditions on sidewalks in anticipated high volume pedestrian areas near future higher order transit stops. A new public park and new public road extending from Hallcrown Place to Victoria Park Avenue are also identified as key public realm and structure elements for this site (see Attachment 7a). The maximum permitted density for this site is 3.0 times the area of the lot.

With respect to land use, the draft Secondary Plan carries forward the SASP 386 policy requiring that development on sites designated as *Mixed Use Areas* that include residential uses, also increase the non-residential gross floor area. The Secondary Plan also includes policies that permit Council to enact Zoning By-law Amendments containing a Holding (H) symbol to ensure that non-residential development is constructed concurrent or prior to development containing residential units.

Regarding transportation and mobility, a Transportation Master Plan satisfying Phases 1 and 2 of the Municipal Class Environmental Assessment process was undertaken. It identified improvements and capital expenditures in order to improve the road network. New development

will be reviewed to determine if there is available capacity within the transportation network and/or contributions required to expand and enhance the network. Holding (H) by-laws may be enacted to require certain transportation improvements, including higher order transit, to be in place prior to residential developments being permitted at the permitted densities. If a network improvement forms part of a site under application for redevelopment, that improvement will be secured and/or constructed prior to development proceeding.

The Secondary Plan also promotes achieving a complete and inclusive community, including provision of a full range of housing in terms of tenure and affordability. Development containing more than 50 residential units will include a minimum of 30% of the total number of units as 2-bedroom units, of which half must have a minimum of 90 square metres of gross floor area. A minimum of 20% of the total number of units should be 3-bedroom units, of which half must have a minimum gross floor area of 106 square metres. Development containing more than 150 residential units will also actively pursue at least 5% of the total residential gross floor area as affordable rental housing and at least 10% of the total residential gross floor area as affordable ownership housing, or a combination of the above.

### **City-Wide Tall Building Design Guidelines**

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The design guidelines outlines minimum required separation distances between tall towers, transition, an appropriate tower floor plate size of 750 m<sup>2</sup>, and appropriate base building heights, among other matters. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

### **Mid-Rise Guidelines**

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of the Avenues and Mid-Rise Buildings Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. Mid-Rise Building Guidelines identify a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

### **Mid-Rise Building Performance Standards Addendum**

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The performance standards provide guidance on such matters as maintaining a consistent streetwall height, and how to address step-backs for buildings that propose to be taller than the base building/streetwall building heights. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines.

Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

Mid-Rise Building Performance Standards Addendum may be found here:

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

## **Growing Up Draft Urban Design Guidelines**

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale. The Growing Up Draft Urban Design Guidelines will be considered in the review of this proposal.

Further information regarding the Growing Up Draft Urban Design Guidelines can be found here:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/growing-up-planning-for-children-in-new-vertical-communities/>

## **Zoning**

The site is zoned Industrial Office Business Park (MO) in the former City of North York Zoning By-law No. 7625 (See Attachment 6a). The MO zone permits office uses, a number of manufacturing uses, institutional uses, hotels, financial institutions and commercial type uses such as retail stores, restaurants, and personal service shops.

The maximum permitted gross floor area for all uses on site is 150% of the lot area. Retail stores and service shops are permitted up to a maximum gross floor area of 20% of the gross floor area of the largest floor of the buildings on the lot. Residential uses are not permitted.

The site is not subject to the City-wide Zoning By-law 569-2013 (see Attachment 6b). However it is anticipated that any potential zoning amendments based on this application would be incorporated into By-law 569-2013.

## **Site Plan Control**

The proposal is subject to site plan control. An application for Site Plan Control has not been submitted.

## **Tree Preservation**

The applicant has submitted an Arborist Report and Tree Preservation Plan as part of the application. The Arborist Report proposes to remove 13 City-owned trees and nine privately owned trees on site in order to facilitate the development. As part of the proposed Landscape Plan, approximately 46 trees are proposed to be planted on site and within the City's right-of-way along Victoria Park Avenue, Consumers Road and Hallcrown Place.

The Arborist Report, Tree Preservation and Landscape Plans have been circulated to Urban Forestry Staff for review.

## **Reasons for the Application**

An amendment to the former City of North York Zoning By-law No. 7625 is required as the zoning does not permit the proposed residential use.

A zoning by-law amendment is also required to permit the proposed gross floor area, lot coverage, setbacks, separation distances, height, landscaped open space, and the proposed amount of vehicle and bicycle parking spaces, amongst other development standards.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application:

- Planning Rationale
- Draft Zoning By-law Amendment
- Community Services and Facilities Study
- Public Consultation Plan
- Sun Shadow Study
- Pedestrian Wind Assessment
- Arborist Report and Tree Preservation Plan
- Functional Servicing and Stormwater Management Report
- Toronto Green Standards Checklist
- Preliminary Geotechnical Investigation
- Hydrological Investigation Update Report
- Transportation Impact Study
- Energy Strategy Report
- Phase One Environmental Site Assessment Update
- Phase Two ESA Update
- Stage 1 Archaeological Assessment, and
- Environmental Noise Assessment.

A Notification of Complete Application was issued on November 29, 2017.

### **Issues to be Resolved**

Planning staff have significant concerns with the proposal in its current form, including the density, height, transition, compatibility, and lack of office replacement. Furthermore, as the application proposes development that includes residential units and does not propose to increase the non-residential gross floor area, the development as currently proposed does not conform to the City Council adopted and Ministry approved SASP 386 or the proposed ConsumersNext planning framework.

The following additional issues will be considered as part of the assessment of the application:

- Consistency with the PPS;
- Conformity to the Growth Plan;
- Conformity with the Official Plan policies;



- Conformity with the ConsumersNext Secondary Plan;
- Assessment of overall site layout and organization including the design and configuration of the proposed public and private roads.
- Consistency with Council adopted guidelines, including the City-wide Tall Building Design Guidelines, and the Mid-Rise Building Performance Standards (and Addendum), and the draft Growing Up – Planning for Families in Vertical Communities;
- Appropriateness of the proposed density of 4.99 times the area of the lot;
- Appropriateness of the removal of the existing (7,755 m<sup>2</sup>) office building and lack of office replacement use;
- Appropriateness of proposed heights of 39 and 44 storeys;
- Appropriateness of proposed streetwall heights;
- Appropriateness of the built form / massing including adequacy of building setbacks and step-backs;
- Assessment of the angular plane setbacks in relation to the surrounding context and street proportion along Victoria Park Avenue, Consumers Road and Hallcrown Place;
- Appropriateness of the proposed building siting and organization of the buildings and relationship to emerging planned context and public realm;
- Appropriateness of the proposed site access, road configuration and vehicular circulation;
- Location, size, configuration and design of the proposed public park;
- Assessment of the proposed unit mix and unit sizes;
- Assessment of family friendly building design features;
- Assessment of the amount and type of affordable housing proposed;
- Adequacy of the provision and location of the proposed residential indoor and outdoor amenity spaces;
- Assessment of the provision and location of ground related retail space;
- Adequacy and appropriateness of amount and character of outdoor landscaped space onsite;
- Appropriateness of a request to be considered a Class 4 area under NPC-300 for noise assessment and attenuation purposes;
- Assessment of appropriate transition from the neighbourhoods to the east;
- Compatibility of proposed residential use with surrounding existing employment uses;
- Impacts to surrounding land uses such as the adjacent place of worship and community centre;
- Impact of wind conditions on the public realm and outdoor amenity areas as a result of proposed built form;
- Adequacy of proposed landscaping, streetscaping, public realm improvements and site grading;
- Assessment of shadow impact;
- Impacts on traffic operations, vehicle and pedestrian safety and parking in the area;
- Assessment of the transportation impacts and required infrastructure to support the proposed level of development, including appropriate multi-modal provisions to encourage alternate modes of transportation to the personal vehicle;

- Appropriateness of the proposed amount of vehicle and bicycle parking spaces and configuration;
- Appropriateness of the proposed tree removal, preservation and replacement plans;
- Assessment of site servicing, stormwater management, and hydrogeology to support the proposed development;
- Assessment of location and function of the garbage storage and pick-up including loading spaces; and
- Provision of community benefits pursuant to Section 37 of the *Planning Act*.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

## **CONTACT**

Valeria Maurizio, Planner

Tel. No. 416-395-7052

E-mail: Valeria.Maurizio@toronto.ca

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Site Plan

Attachment 2: Applicant's Massing Model

Attachment 3: Applicant's Rendering - View looking southwest at Consumers Road and Victoria Park Avenue

Attachment 4a: North Elevations of Buildings B, C, and D

Attachment 4b: East and West Elevation - Building D

Attachment 4c: West Elevations - Buildings C, B, and A

Attachment 4d: West Elevations – Building A

Attachment 4e: South Elevation - Buildings, D, C, B

Attachment 5: Official Plan – Land Use Designations

Attachment 6a: Zoning By-law No. 7625

Attachment 6b: Zoning By-law 569-2013

Attachment 7a: ConsumersNext Draft Secondary Plan – Structure Plan

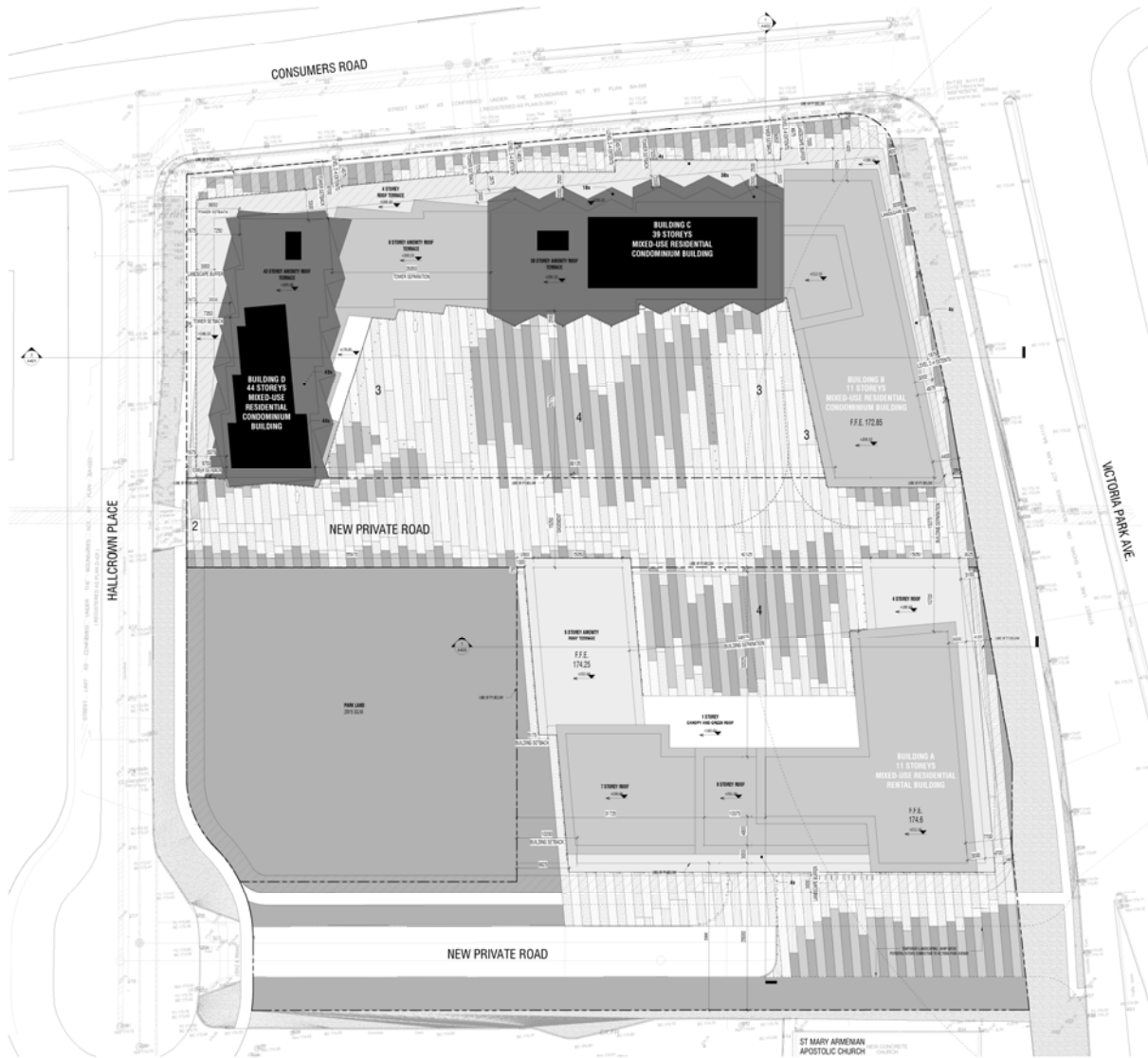
Attachment 7b: ConsumersNext Draft Secondary Plan –Districts and Nodes

Attachment 7c: ConsumersNext Draft Secondary Plan – Permitted Densities

Attachment 7d: ConsumersNext Draft Secondary Plan – Tall Buildings

Attachment 8: Application Data Sheet

# Attachment 1: Site Plan



## Site Plan

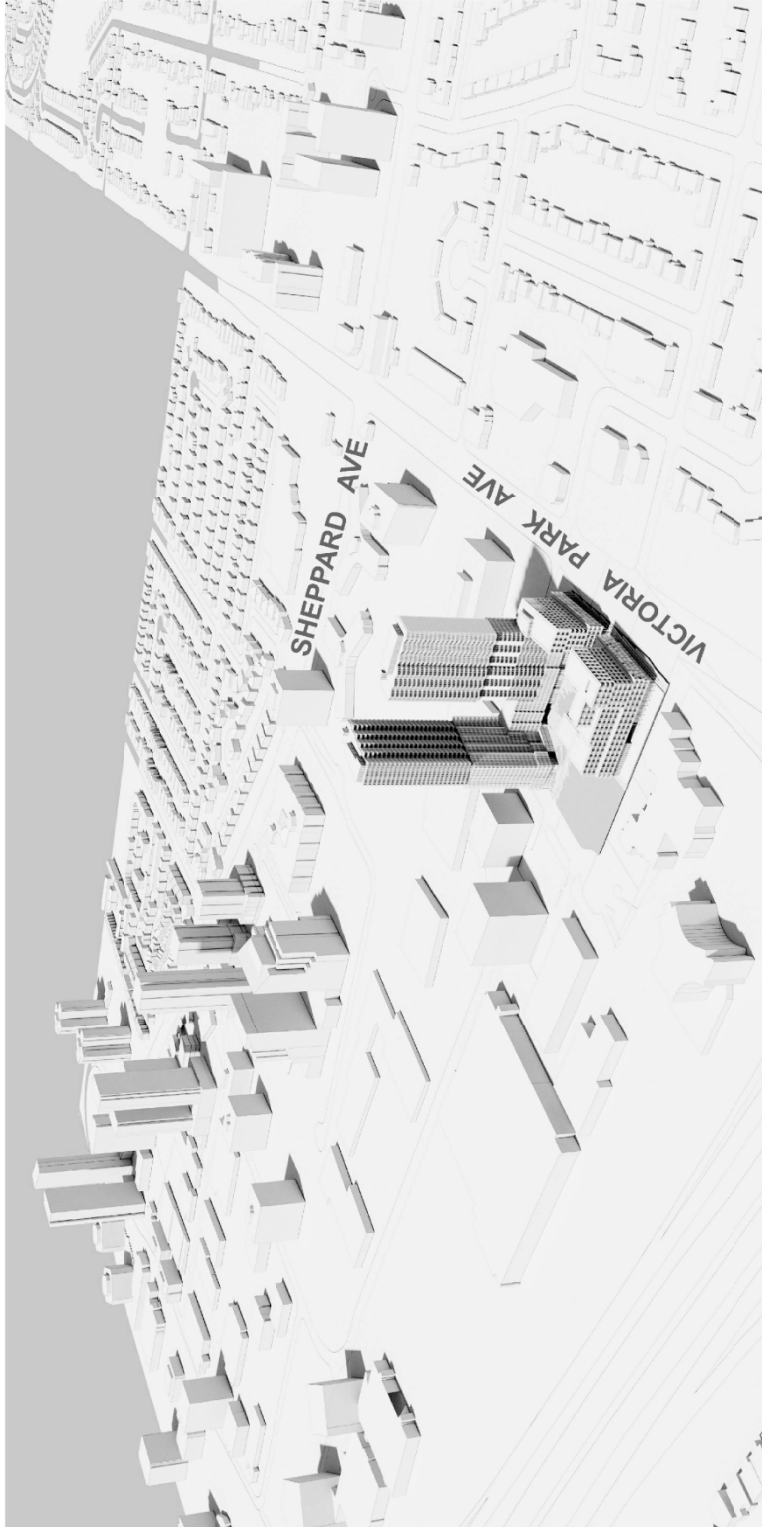
2450 Victoria Park Avenue

Applicant's Submitted Drawing

Not to Scale   
12/04/2017

File # 17 255293 NNY 33 0Z

**Attachment 2: Applicant's Massing Model**



**Massing**

Applicant's Submitted Drawing

Not to Scale  
12/04/2017

**2450 Victoria Park Avenue**

File # 17 255293 NNY 33 0Z

**Attachment 3: Applicant's Rendering – View looking southwest at Consumers Rd and Victoria Park Ave**



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**Rendering**

**2450 Victoria Park Avenue**

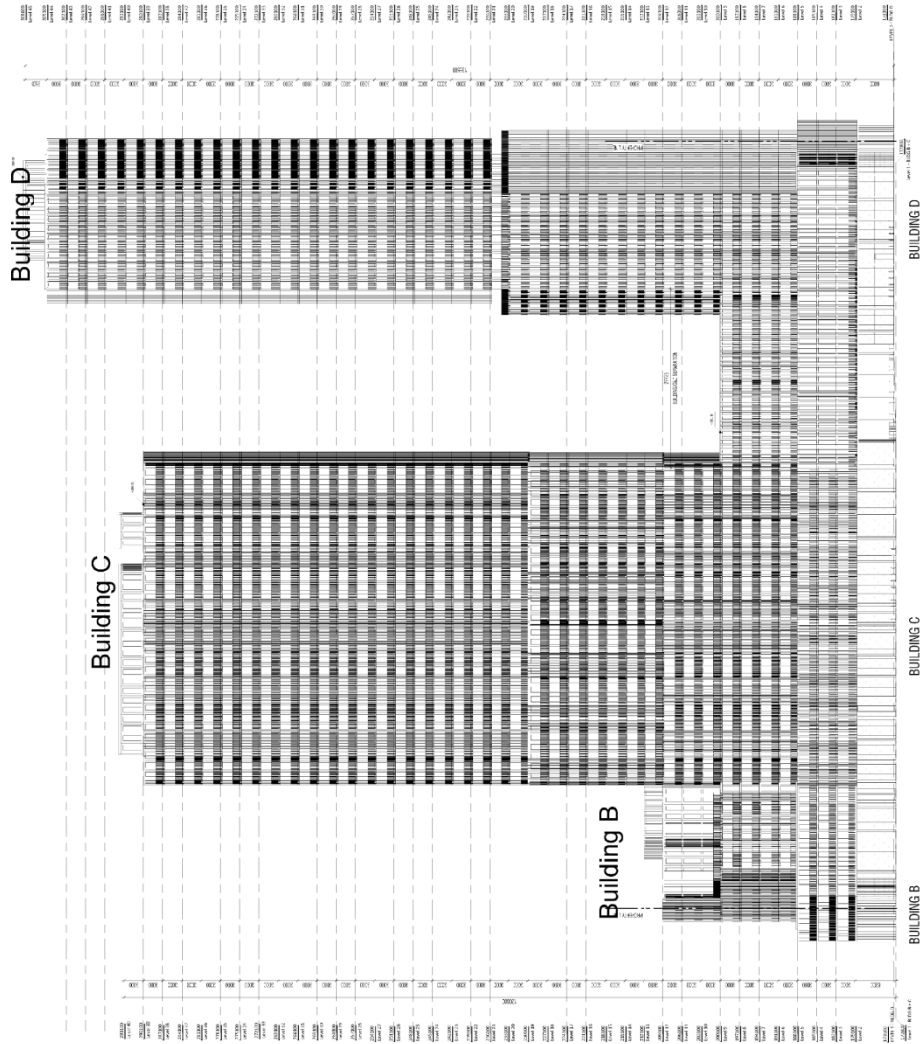
Applicant's Submitted Drawing

Not to Scale  
12/04/2017 

File # 17 255293 NNY 33 0Z

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Attachment 4a: North Elevations of Buildings B, C, and D



2450 Victoria Park Avenue

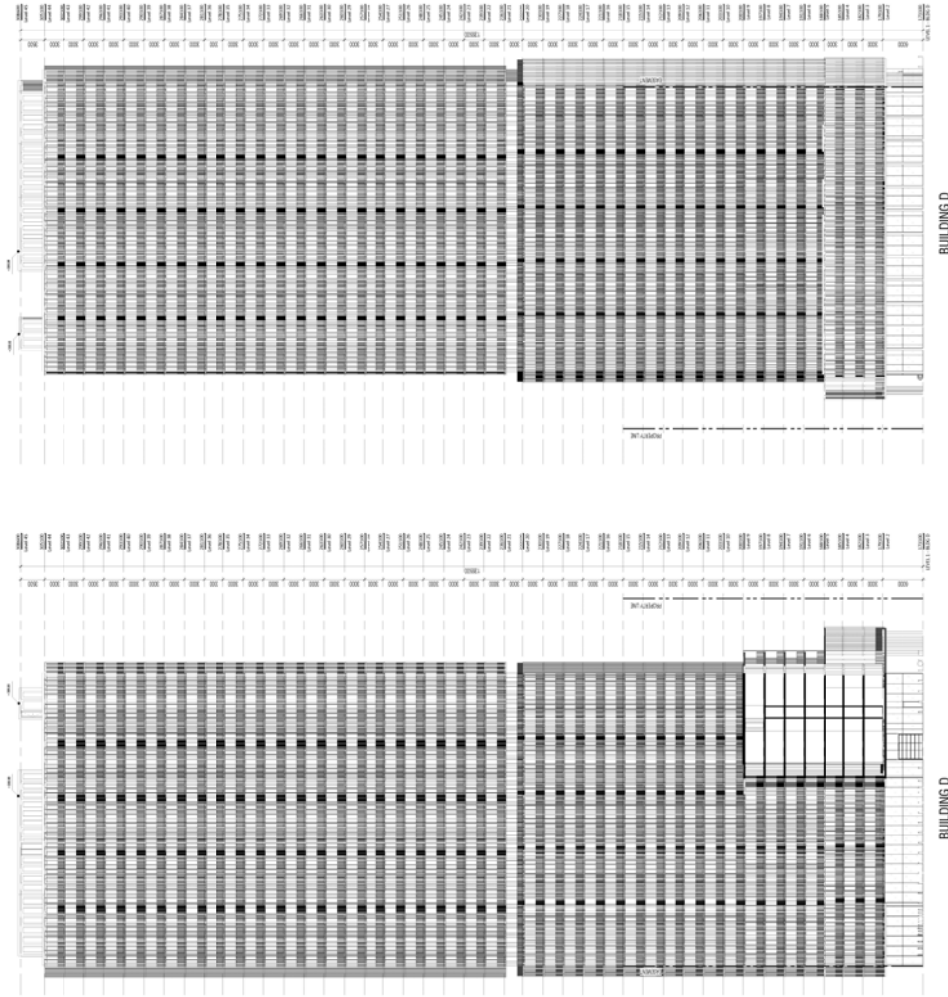
North Elevations Buildings B, C & D

Applicant's Submitted Drawing

Not to Scale  
12/04/2017

File # 17 255293 NNY 33 0Z

**Attachment 4b: East and West Elevation: Building D**



**2450 Victoria Park Avenue**

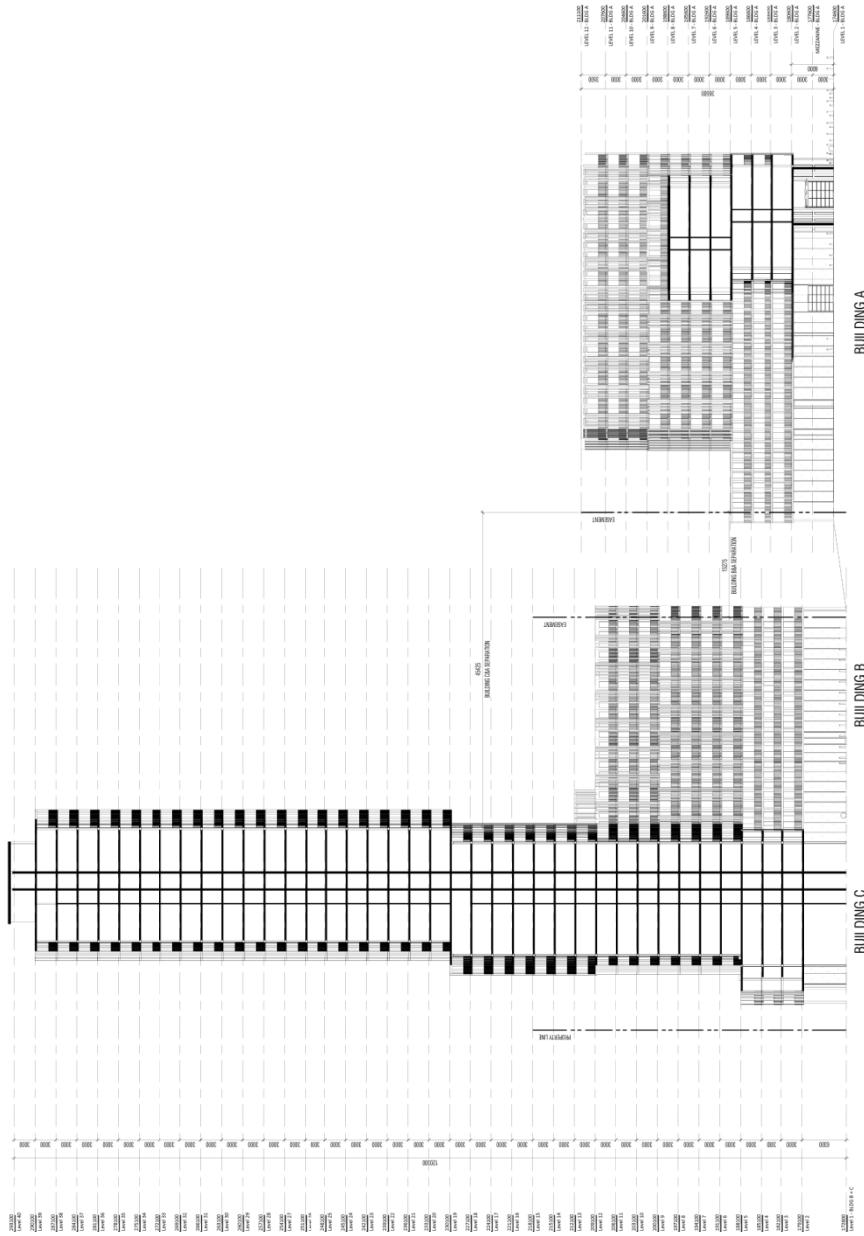
**East & West Elevation of Building D**

**Applicant's Submitted Drawing**

Not to Scale  
12/04/2017

File # 17 255293 NWY 33 0Z

Attachment 4c: West Elevations - Buildings C, B, and A



2450 Victoria Park Avenue

West Elevations Buildings C, B & A

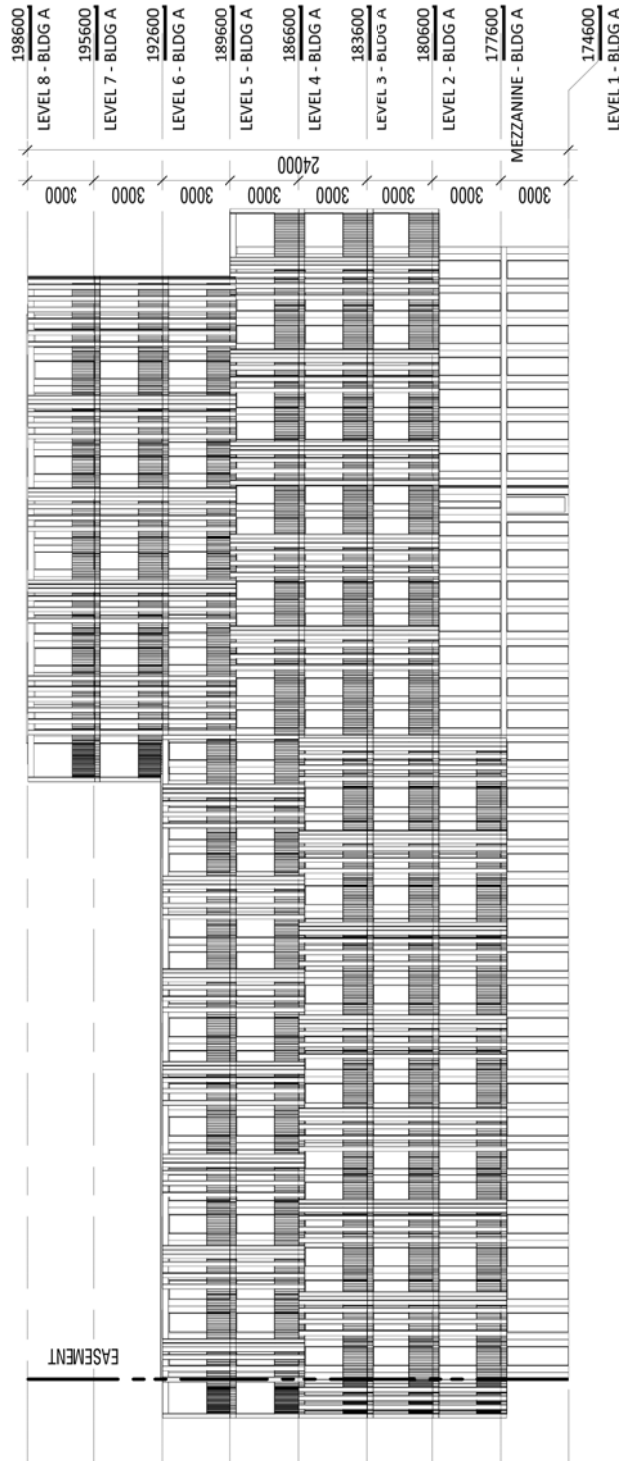
Applicant's Submitted Drawing

Not to Scale  
12/04/2017

File # 17 255293 NNY 33 0Z



Attachment 4d: West Elevations – Building A



BUILDING A

West Elevation Building A

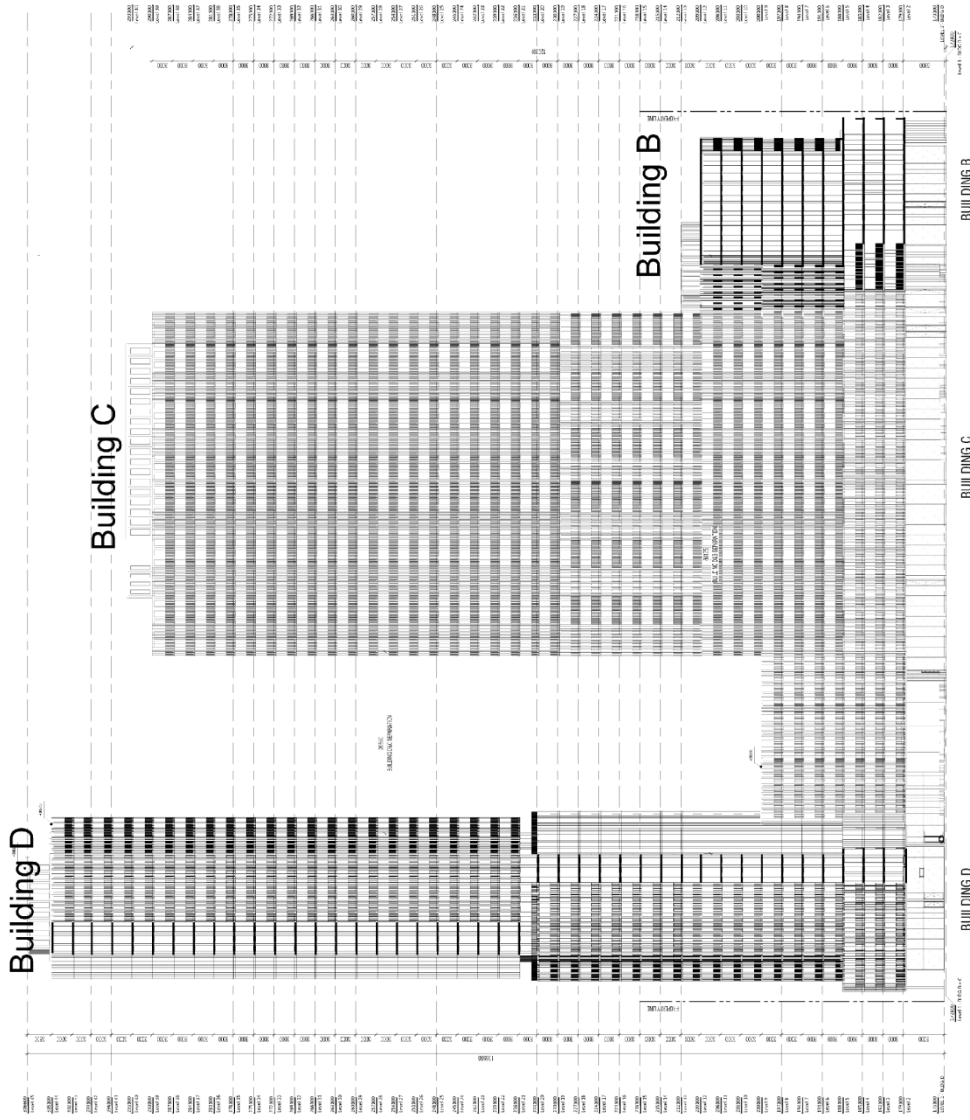
Applicant's Submitted Drawing

Not to Scale  
12/04/2017

2450 Victoria Park Avenue

File # 17 255293 NNY 33 0Z

Attachment 4e: South Elevation Buildings, D, C, B



South Elevations D, C & B

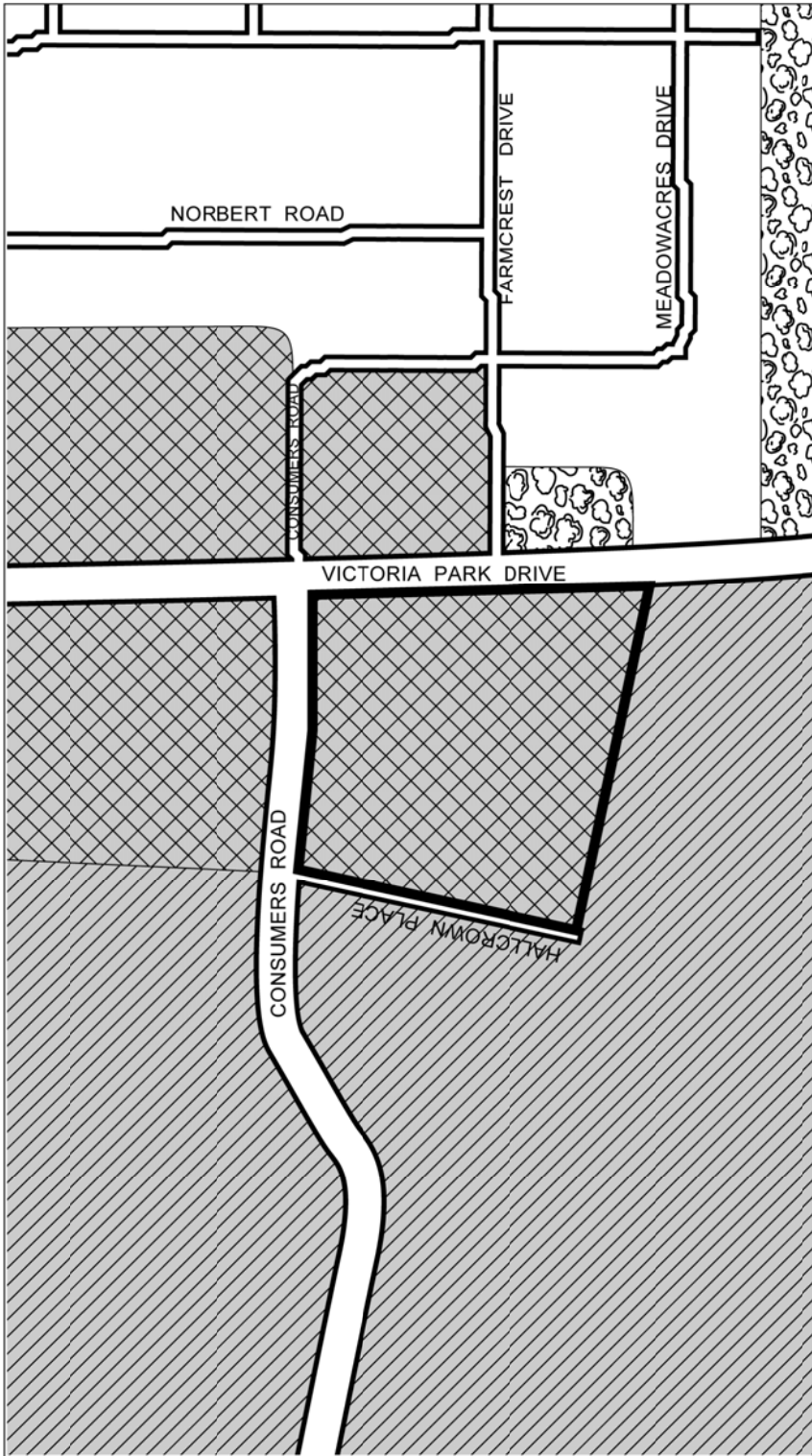
Applicant's Submitted Drawing

Not to Scale  
12/04/2017

2450 Victoria Park Avenue

File # 17 255293 NNY 33 0Z

Attachment 5: Official Plan – Land Use



2450 Victoria Park Drive

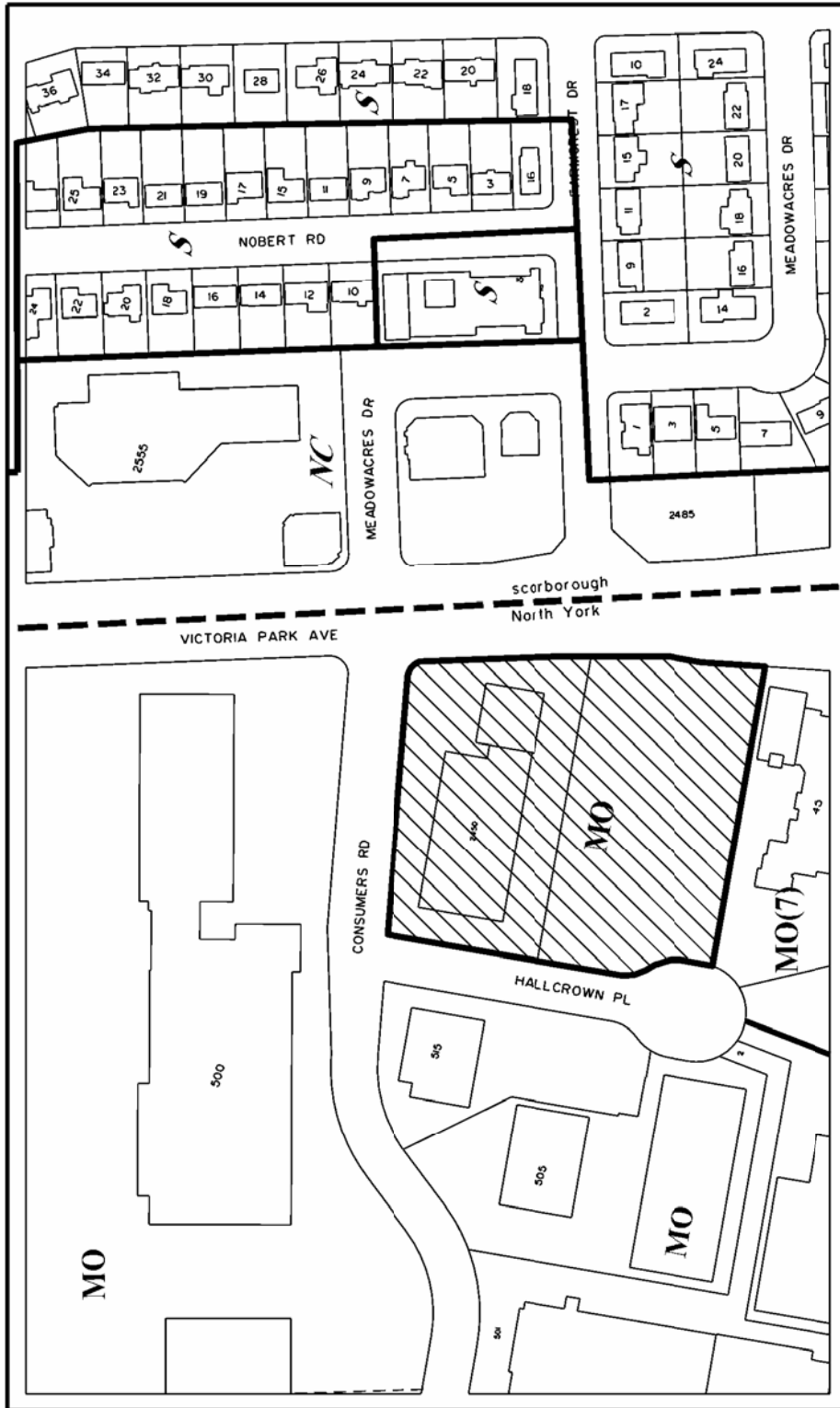
**Toronto**  
Extract from Official Plan

File # 17 255293 NMY 33 0Z



↑  
Not to Scale  
12/04/2017

Attachment 6a: Zoning By-law No. 7625



**Toronto**  
Zoning By-Law No. 7625

**Toronto**  
Zoning By-Law No. 7625

MO Industrial-Office Business Park Zone  
Sullivan Community Zones Scarborough  
S Single Family Dwelling  
NC Neighbourhood Commercial



Not to Scale  
Extracted 12/04/2017







NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Attachment 6b: Zoning By-law No. 569-2013



Zoning By-Law No. 569-2013

2450 Victoria Park Avenue  
File # 17 255293 NNY 33 OZ

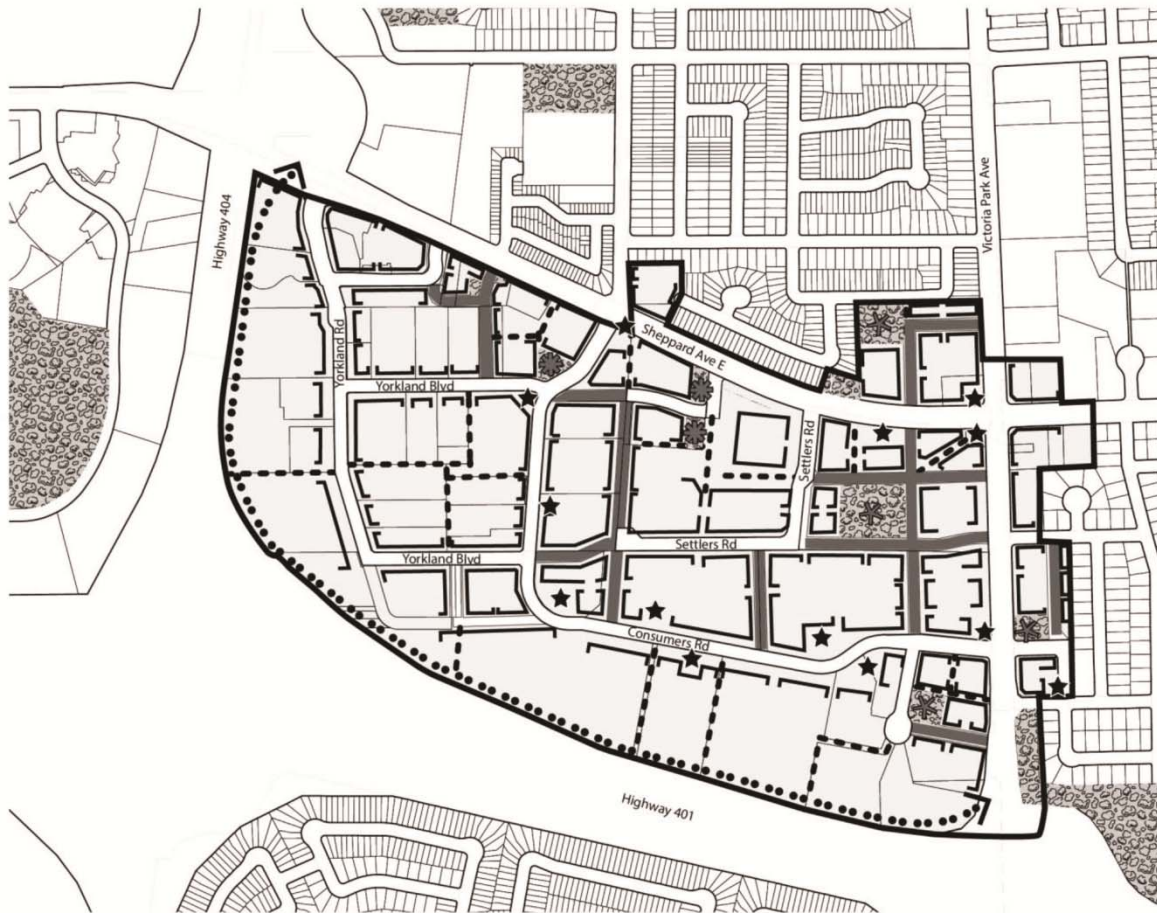
-  Location of Application
-  RD Residential Detached
-  CL Commercial Local
-  CR Commercial Residential
-  O Open Space
-  UT Utility and Transportation

-  See Former City of North York By-Law No. 7625
-  MO Industrial-Office Business Park Zone



Not to Scale  
Extracted: 12/04/2017

## Attachment 7a: ConsumersNext Draft Secondary Plan –Structure Plan



Not to Scale 



### ConsumersNext Secondary Plan

MAP 38-2 Structure Plan

- |  |   |
|--|---|
|  Secondary Plan Boundary      |  Mid-Block Pedestrian Connections  |
|  Possible Building Edge       |  Development Blocks                |
|  New Public Streets           |  Public Park (Existing and Future) |
|  Conceptual location for POPS |  Future Parks (Potential)          |
|  Greenway Connection          |  Future Parks (Secured)            |

November 2017

# Attachment 7b: ConsumersNext Draft Secondary Plan –Districts and Nodes










Not to Scale 



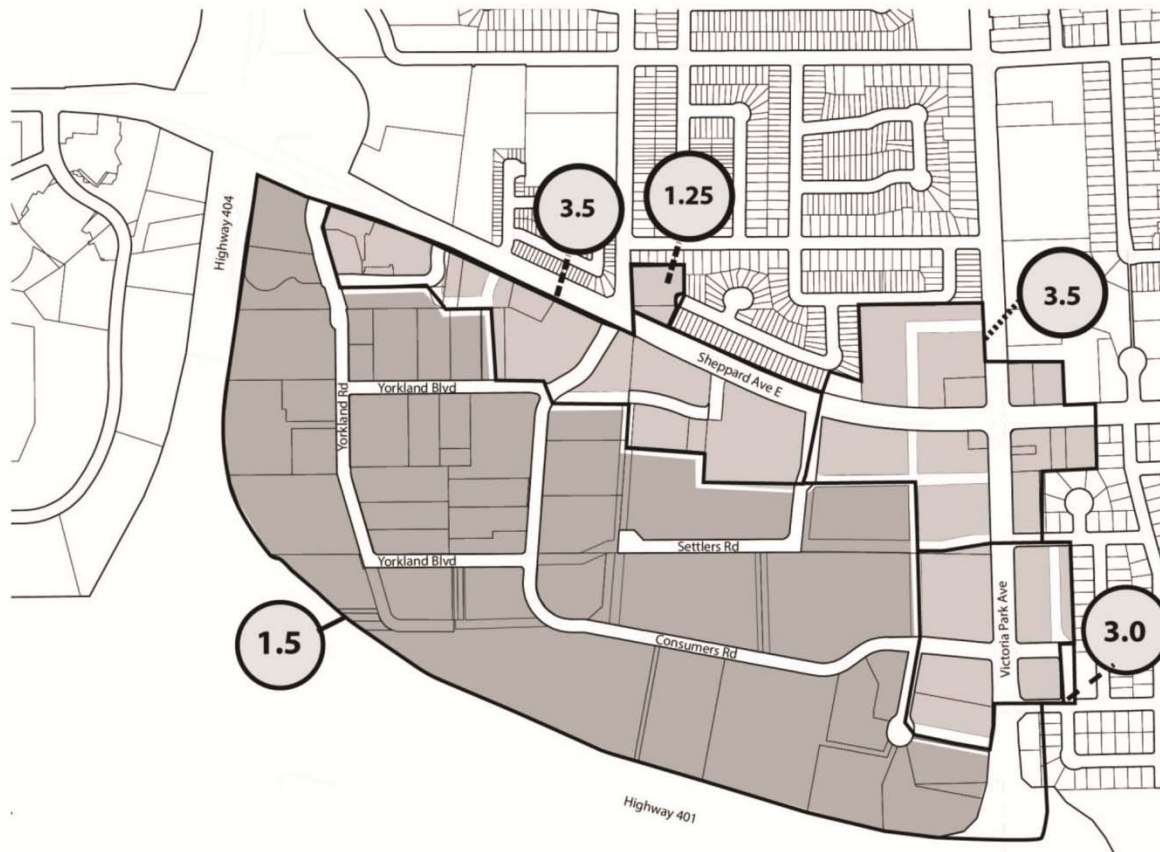
## ConsumersNext Secondary Plan

MAP 38-5 Districts and Nodes Plan

- |  |   |
|--|---|
|  Secondary Plan Boundary              | <b>Nodes</b>  |
| <b>Districts</b>   |  Consumers and Sheppard Node     |
|  Sheppard and Victoria Park Corridors |  Sheppard and Victoria Park Node |
|  Business Park Interior District      |  Consumers Main Street           |
|  Highway Edge District                |   |

November 2017



**Attachment 7c: ConsumersNext Draft Secondary Plan – Permitted Densities**



Not to Scale 



**ConsumersNext Secondary Plan**  
 MAP 38-4 Potential Tall Building Locations and Maximum Densities

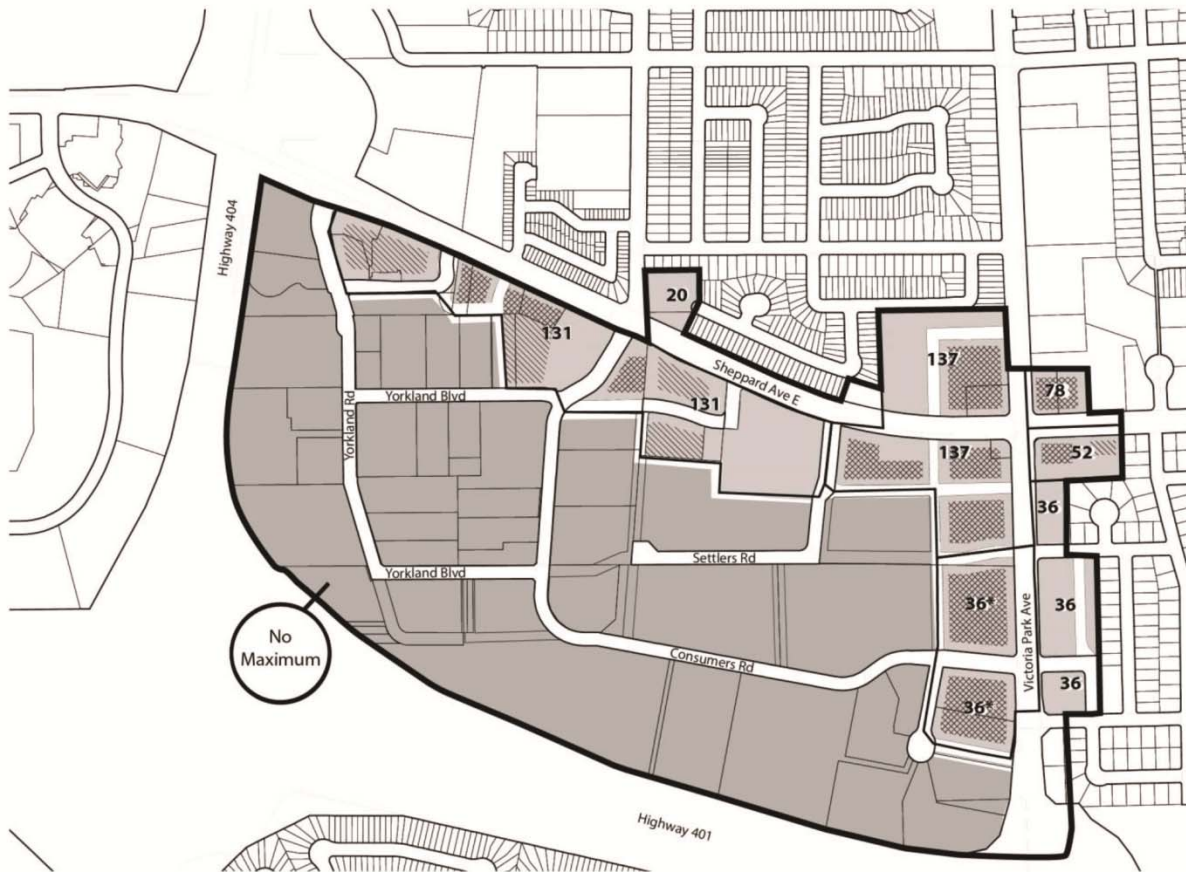
-  Secondary Plan Boundary
-  Maximum permitted FSI

Note: All density maximums are subject to meeting other built form policy requirements

November 2017



# Attachment 7d: ConsumersNext Draft Secondary Plan – Tall Buildings






Not to Scale 



## ConsumersNext Secondary Plan

MAP 38-10 Potential Tall Building Locations and Maximum Heights

	Secondary Plan Boundary	78	Maximum 78m tower permitted		Location with Existing/Approved Tall Building
20	Maximum 20m midrise permitted	131	Maximum 131m tower permitted		Location with Potential Tall Building
36	Maximum 36m midrise permitted	137	Maximum 137m tower permitted	Notes:	
36*	Maximum 36m midrise permitted (Tower of 83m permitted if in compliance with Policy 5.17.4 d)			1) m – Metres from grade as defined by the Zoning By-law.	
52	Maximum 52m tower permitted			2) All height maximums are subject to meeting other built form requirements in section 5 of this Secondary Plan.	

November 2017

## Attachment 8: Application Data Sheet

Application Type	Rezoning	Application Number:	17 255293 NNY 33 OZ
Details	Rezoning, Standard	Application Date:	October 30, 2017
Municipal Address:	2450 VICTORIA PARK AVENUE		
Location Description:	PLAN M1164 PT BLK F RP R3757 PART 1 TO 2 **GRID N3306		
Project Description:	Zoning Bylaw Amendment application to permit the redevelopment of the property with two principal development sites (north and south). The proposal for the north site includes three condominium buildings: one 11-storey residential building (Building B) fronting onto Victoria Park Avenue and connected to a 39-storey residential building with retail at grade (Building C) fronting onto Consumers Road; the third building is a 44-storey residential building with retail at grade (Building D) connected by an eight storey building element to Building C (1,037 dwelling units and 1,026 parking spaces provided for in six levels of underground parking). The south site proposes one 11-storey residential building (210 units) with retail at grade and a public park of 2,915 square metres. The north and south sites are connected by a proposed new private, east-west road through the property and connecting to Hallcrown Place.		

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
COLLECDEV INC 20 EGLINTON AVE W STE 1700 TORONTO ON M4R 1K8		GH3 55 OSSINGTON AVE, STE 100 TORONTO, ON M6J 2Y9	WISE VIC PARK MANAGEMENT LTD 2450 VICTORIA PARK AVE UNIT 200, TORONTO, ON M2J 4A2

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Y – SASP 386
Zoning:	MO (By-law 7625)	Historical Status:	N
Height Limit (m):	n/a	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	19,324	Height:	Storeys:	44, 39, 11
Frontage (m):	153.69		Metres:	132, 117, 36.5
Depth (m):	126.79			
Total Ground Floor Area (sq. m):	4,637			<b>Total</b>
Total Residential GFA (sq. m):	94,799		Parking Spaces:	1266
Total Non-Residential GFA (sq. m):	1,605.6		Loading Docks	3
Total GFA (sq. m):	96,405			
Lot Coverage Ratio (%):	24			
Floor Space Index:	4.99			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Rental, Condo		
Rooms:	0	Residential GFA (sq. m): 86,752	8,047
Bachelor:	0	Retail GFA (sq. m): 1,605.6	0
1 Bedroom:	387 (31%)	Office GFA (sq. m): 0	0
2 Bedroom:	860 (69%)	Industrial GFA (sq. m): 0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m): 0	0
Total Units:	1,247		

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>Valeria Maurizio, Planner</b>
	<b>TELEPHONE/EMAIL:</b>	<b>416-395-7052 / valeria.maurizio@toronto.ca</b>